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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY

USSR

SUBJECT

Data Concerning the Structure and Table of
Organization of the Motorized Units of the
Soviet Army in the Post War Period

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THIS IS UNEVALUATED INFORMATION

1. The Special Motorized Transport Regiment:

- a) The Regimental Staff (administration) Regimental Commander; [redacted]
[redacted] an adjutant and chauffeur.

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Deputy for the Technical Service (Pompotekh); [redacted]

- a chauffeur.

Chief of Staff; [redacted] - five clerks.

Deputy for Military Organization

Deputy for Services (Pompokhoz)

Chief of Food Supplies (Nachprod); [redacted] - 12 clerks and supply men.

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Chief of Quartermaster Service; [redacted] - 12 clerks and storekeepers.

Chief of Finance Service (Nachfin) [redacted] - 2 persons.

Chief of Security

Chief of Fuel and Lubricants Service (Nachgsm); [redacted] - 15

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Dispatcher - [redacted] - 3 persons

Chief of the Training; [redacted] - seven technical combat-training officers.

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Chief of Personnel

Chief of Communications and the Club (Nachsvyaz')

Doctor; [] - a doctor's assistant

Inspector of Vehicles

b) The Political Section of the Regiment (Politotdel)

Deputy for Political Affairs; he is also chief of the Political Section; [] - an adjutant and chauffeur

Partorg [Party Organizer] of the regiment; [] - two clerks

Political Information Officer (Partinformator)

c) Regimental Special Section (MGB-Smersh) three officers.

The motorized transport regiment is composed of:

- (1) three transport battalions, each comprising 510-550 persons and 210 motorized vehicles
- (2) one training battalion, numbering 110 persons and 75 motorized vehicles
- (3) one service platoon - 52 persons and 25 mechanized vehicles
- (4) one regimental guard platoon - 60 persons
- (5) three repair service platoons, each comprising 60 persons

Together the regiment has the following:

- (1) Personnel - 1,950 to two thousand persons
- (2) Mechanized vehicles - 730
- (3) A mobile battalion repair service, consisting of a type "B" ZIS6 motor vehicle, equipped with a turning lathe, boring machine, a battery-charger, welding apparatus, and forge equipment.

2. The Motorized Transport Battalion (a unit of a motorized transport regiment):a) The Staff (administration) of the Battalion

Battalion commander

Deputy for the Political Affairs; [] - the battalion Party organizer

Party organizer for the battalion

Deputy for the Technical Service (Tehsnitekh)

Chief of Military Organization

The motorized transport company is composed of:

(1) Company commander

Deputy Company Commander

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- (3) Company political instructor
- (4) Company sergeant-major
- (5) Three platoon leaders
- (6) Ten section commanders (one section - the "Services section" is attached to the company staff)

A platoon consists of 56 men; each platoon has 23-24 motor vehicles.

A squad consists of 14 men; each squad has five-six motor vehicles.

Note: The types of motor vehicles to be found in motorized transport regiments are the ZIS-5, produced not earlier than 1945, the GAZ-AA and GAZ-57. The ZIS motorized vehicles usually make up half the vehicles of the regimental motor pool.

3. The Motor Vehicle Repair Plant (ARZ)

a) The Plant Administration:

Plant chief; [] - an adjutant and two men

Chief Engineer; [] - one adjutant and one man

Production chief

Deputy for Political Affairs

Party Organizer; [] - two men

Special "Smersh" agent

b) The Plant's Staff (Office):

Chief of Staff; [] - three clerks

Chief of the Military Organization

c) The Plant's Technical Department (Tekhnchast!):

Chief of the technical department

Technologist

Designers and draftsmen - ten men

Chief of Plans

d) The Technical Control Department (OTK):

OTK Chief

OTK Assistant chiefs - two men

Inspectors - 12 men

e) Administrative Department (Khozchast!):

Deputy for the administrative department (Pompokhoz of the plant)

Chief of Food Supplies (Nachprod); [] are eight clerks and storekeepers

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Chief of Quartermaster Service; [REDACTED] are eight clerks and storekeepers

Doctor

f) Finance Department (Finchast!):

Chief of the finance department (Nachfin); [REDACTED] - two men

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g) The Motor Section - 320 men:

Chief of the motor section (MOZ)

Chief of the fitting shop

Chief of the forge shop

Chief of the testing station

h) Machine Section:

Chief of the machine section

Chief of the piston assembly shop

Chief of the gear assembly shop

Chief of the lathe work

i) Chief Mechanics' Section: (200 men)

Chief of section

Shop chiefs (assistants) - two men

j) Smelting Section:

Chief of Section

Shop Chiefs (assistants) - two men

k) Other sections:

Transport platoon - 25 men

Tools platoon - 20 men

Combination machine-tool [REDACTED] Agregatnyy/platoon

Body repairs shop - 15 men

Electric shop - 10 men

Storehouse for parts - six men

GSM [REDACTED] Fuels and lubricants [REDACTED] store-house - 10 men

Forge shop - five men

Guard platoon - 40 men

Welding department -- six men

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Vulcanization department - six men

Printing department - six men

Total plant personnel - 1,350 men, plus two 120-kw mobile power plants

4. Special Army Motor Vehicles Repairs Battalion (ORVBA):a) Staff (administration) of the battalion:

Battalion commander (combat)

Deputy for Political Affairs

Party Organizer

Deputy for Technical Affairs

Chief of Plans

Chief of OTK

Chief of Technical affairs

Chief of Services - two men

Deputy for Military Organization

Chief of Finance Department

Doctor

b) Mechanical company - 100 men:

Company commander

Two platoon leaders

c) Assembly and disassembly company - 150 men:

Company Commander

Motor platoon leader - one

Combination machine-tool platoon leader

Assembly-disassembly platoon leader

Field-repair platoon leader

d) Transport and Services platoon - 20 men:

Various sections

Vulcanization, four men

Electricians, six men

Painters, three men

Body men, six men

Welders, four men

OTK - seven men

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Battalion total -- 317 men

5. A brief footnote to the Table of Organization of the motorized units of the Soviet Army:

Motorized troops in the Soviet Army, in their present form, are one of the newest subdivisions of the armed forces of the Soviet Union. They arose, were organized and reorganized during the last war [World War II] on the basis of war-time experience.

The war experience showed the importance of motorized transport in guaranteeing combat supplies for the army, in the preparation of the so-called "chuck" maneuver operations. In the course of World War II, about 400 thousand motor vehicles of domestic and, predominantly, [] production () were put directly at the disposal of the army. Motorized transport played an important role in the success of such large-scale operations as the summer offensive of 1944, the Warsaw campaign, []

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[] the Oder-Niesse forcing operation []
By 1945, 100 motorized regiments had been formed and were active on various sectors []

[] 60 thousand motor vehicles took part.

The information concerning the table of organization of the motorized transport regiment, the mobile vehicle repairs plant (ARZ) and the special Army motor vehicles repairs battalion (RVBA) was gathered from statements of men serving in these units (in the staff personnel) and deserves full credence. [] 20 motorized regiments and battalions, with the table of organization noted in the "data" above, were concentrated in eastern Germany after World War II.

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